

Message Text

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ORIGIN EB-07

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AF/W:TWMSMITH
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-----062252Z 058844 /14

O R 062219Z MAY 77
FM SECSTATE WASHDC
TO AMEMBASSY DAKAR IMMEDIATE
INFO AMEMBASSY MONROVIA
AMCONSUL MONTREAL

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MONROVIA FOR FAA, MONTREAL FOR US REP ICAO

E.O. 11652: N/A

TAGS: EAIR, SG

SUBJECT: DISCREPANCIES AND PLANNED IMPROVEMENTS
DAKAR FIR

REF: DAKAR 1310

DEPT REQUESTS AUTHORIZATION TO DOWNGRADE FOLLOWING
EXCERPTS FROM REFTEL TO UNCLASSIFIED:

1. SUMMARY. REGIONAL FAA REPRESENTATIVE WILLIAM
NEWELL VISITED ASECNA OFFICIALS AND INSTALLATIONS IN
DAKAR FEB. 22-23. FAA MONROVIA RECOMMENDS USG SUPPORT
CONTINUATION DAKAR OCEANIC CONTROL, PROVIDED ASECNA
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CARRIES OUT IMPROVEMENTS AS PLANNED AND SATELLITE SSB
CIRCUITS ARE CREATED.

2. DISCUSSIONS AND OBSERVATIONS CONCERNING DAKAR
OCEANIC FIR WERE CARRIED OUT FIRST IN MONROVIA, SUBSE-
QUENTLY IN DAKAR. EACH PHASE REPORTED SEPARATELY
BELOW.

3. MEETINGS WITH PAA FLIGHT CONTROL PERSONNEL (MONROVIA):
PRIOR TO DEPARTURE FROM MONROVIA, NEWELL MET WITH PAA
ROBERTS FIELD FLIGHT CONTROL PERSONNEL CLONE AND USMANI
CONCERNING PROBLEMS THEY EXPERIENCE (OR HAVE EXPERIENCED)
IN DAKAR FIR:

(A) DESPITE SEVERAL MEETINGS WITH GOS AND ASECNA DURING
1975 AND 1976 PAA UNABLE TO SECURE AGREEMENT ON SEVERAL
MOST DIRECT ROUTES ROBERTS FIELD TO U.S. THIS RESULTS
IN CARRIER OPERATING ALONG AFRICAN COAST VIA DAKAR TO
OVER SAL, OR DAKAR TO YA BOY INTERSECTION PRIOR TO
DIRECT OVERSEAS CROSSINGS. THIS PENALIZES THEM IN TIME
AND FUEL CONSUMPTION.

(B) POOR OR IMPOSSIBLE HF AIR-GROUND-AIR COMMUNICATION
WITH DAKAR FIR DURING HOURS 0100Z TO 0600Z (PERIOD OF
POOR PROPAGATION).

(C) SINCE IMPOSITION OF RESTRICTIONS ON ITEM (A), WHICH
ALLOWS VHF COMMUNICATION WITH DAKAR OR SAL WITHIN DAKAR
FIR, PAA HAS NOT EXPERIENCED TRAFFIC CONFLICT PROBLEMS
WHICH WERE COMMON PRIOR TO THAT TIME. APPARENTLY SAL
HAS GOOD COMMUNICATIONS WITH SANTA MARIA AND CANARY
ISLANDS.

(D) ITEM (B) COMPOUNDED BY SAL, RECIFE, SMA AND DKR ALL
USING HF A/G FREQUENCIES FOR ATS.

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4. MEETING WITH ASECNA DIRECTOR GENERAL MALEKOU AND
ASSISTANT DIRECTOR CHIEFFOU (DAKAR: IN FRANK DISCUSSION
WITH ASECNA, SEVERAL DISCREPANCIES IN PRESENT COMMUNICA-
TIONS/FIC SERVICES NOW PROVIDED BY GOS WERE ADMITTED.
ASECNA/GOS IN EACH CASE HAS IMPLEMENTED ACTION TOWARD
DESIRABLE IMPROVEMENTS. PROBLEMS AND SOLUTIONS DESCRIBED
IN FOLLOWING PARAS.

5. PROBLEM: AFTN POINT TO POINT. AFTN CIRCUITS FROM
DAKAR TO RECIFE, LAS PALMAS AND SAL NOT PROTECTED WITH
ARQ PROVISIONS. RIO AND CASABLANCA DO HAVE ARQ OPERATION.
ACTIONS:

(A) REPLACE HF RTT WITH SATELLITE-VOICE DAKAR-RIO-
RECIFE. THIS WILL PROVIDE RELIABLE CONTROLLER-TO-
CONTROLLER SIMPLEX ATS.

(B) REPLACE DAKAR LAS PALMAS RIT WITH SATELLITE. SAME
ADVANTAGES AS IN PARA (A) ABOVE.

(C) FOR CIRCUITS DAKAR/CASABLANCA AND DAKAR/ROBERTS NEW EQUIPMENT ORDERED CONSISTING SIX KW A3H EMISSION AS RECOMMENDED ICAO WITH WIDE-ORIENTED DIRECTIONAL ANTENNAS. ORDER PLACED FRENCH SUPPLIER NARDEUX FOR PROMISED DELIVERY APRIL 77.

6. PROBLEM: MOBILE SERVICE. FOUR FREQUENCIES PROVIDE HF A/G A SERVICE FOR BOTH AFI AND SA WITHIN DAKAR FIR. FINANCES TO PROVIDE SEPARATE AFI/SA FREQUENCY FAMILIES LACKING AT PRESENT, BUT PLANNED FOR 1978. PRESENT EQUIPMENT VERY OLD, NOT ADAPTABLE TO GOOD ANTENNAS; SEVERAL DIFFICULTIES EXPERIENCED DUE UNAVAILABILITY AND HIGH COST SPARE PARTS.

ACTION:

REPLACEMENT PRESENT EQUIPMENT WITH FOUR NEW NARDEUX TRANSMITTERS AND RECEIVERS, TWO NEW ANTENNAS. HF LIMITED OFFICIAL USE

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ANTENNAS TO BE ONE-LOG PERIODIC FOR USE PRIMARY SA FREQUENCIES AND OMNI-DIRECTIONAL BIONIC FOR AFI SERVICE. TRANSMITTER POWER FOR SW AND SE TO BE INSTALLED. PROMISED DELIVERY DATE ALL EQUIPMENT IS APRIL 1977.

7. PROBLEM: SSB ATS. ICAO RECOMMENDED THIS SERVICE BETWEEN DAKAR AND ABIDJAN, SAL, LAS PALMAS AND RECIFE. DAKAR/ABIDJAN IS OPERATING; DAKAR PREPARED FOR OTHER POINTS BUT THEY ARE NOT EQUIPPED AS YET.

8. SPECIAL DAKAR-SANTA MARIA CIRCUIT FOR FIR NOT INCLUDED AFI COM PLAN. MESSAGES TO SANTA MARIA UNDER PRESENT AFTN ROUTING MUST PASS DAKAR-CASABLANCA-MADRID-LIBSON-SANTA MARIA, AND MESSAGES OFTEN LOST IN CASABLANCA AND LISBON. ACTION:

ASECNA PROPOSED DAKAR-SAL-SANTA MARIA AFTN CIRCUIT.

9. EXTENDED SAL TMA. ASECNA WOULD LIKE TO EXTEND SAL TMA TO NE AND JOIN CANARY FIR BOUNDARY. EXTENDED RANGE SAL VHF WOULD BE REQUIRED FOR TMA.

10. FOLLOWING MEETINGS WITH ASECNA OFFICIALS, FAA REP VISITED DAKAR AFTN MESSAGE CENTER AND FIC. VISIT TO CENTER, INCLUDING RECORD REVIEW, MESSAGE TRANSIT TIME ANALYSIS FOR FEBRUARY 1977 AND EQUIPMENT EVALUATION CONFIRMS ASECNA STATEMENTS.

11. CONCLUSIONS:

(A) CORRECTIVE ACTION PROPOSED BY ASECNA, WHICH REQUIRES

COMPLETE COOPERATION SAL, SANTA MARIA, BRAZIL, CANARY
ISLANDS, WOULD ALLEVIATE TRAFFIC CONFLICTS IN DAKAR
OCEANIC CONTROL AREA.

(B) FRAGMENTING PRESENT AREA COULD COMPOUND RATHER THAN
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ALLEVIATE PRIMARY PROBLEM, WHICH IS RELIABLE COMMUNICATION
BETWEEN SAL AND DAKAR. CHRISTOPHER

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Message Attributes

Automatic Decaptioning: X
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Sent Date: 06-May-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment:
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Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
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Drafter: JS GRAVATT:PMA
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